

## HUN U-BOATS SINK 10 AMERICAN SHIPS

Submarines Make Successful  
Raid on Unprotected Ves-  
sels Along Jersey Coast.

### NO LOSS OF LIFE IS REPORTED

Survivors From Destroyed Boats Suc-  
ceed in Reaching Port Safely—  
Troop Ships All Safe.

New York.—Ten American vessels are known to have been sunk by submarines off the North Atlantic Coast since May 25.

The largest of the prey to the raiders seeking to prevent the sailing of transports with troops for the battle fields of France was the New York and Porto Rico liner Carolina, of 8,000 tons, which was attacked Sunday night about 125 miles southwest of Sandy Hook. The fate of her 229 passengers and crew of 130 is unknown at this time, but there is hope they had been picked up by some passing ship or would reach shore safely in the small boats. Not a life was lost in the sinking of the other ships, according to late reports.

**The Ships Known Lost.**  
Besides the Carolina the known victims of the U-boat are the Atlantic Refining Company tanker Herbert L. Pratt, the steamer Winneconne of 1,800 tons, the steamer Texel, 7,000 tons, sunk Sunday afternoon off the New Jersey coast, and six schooners, the largest of which were the Hauppauge, a new ship of 1,000 tons, and the Edward H. Cole. The other schooners were the Isabel B. Wiley, Hattie Dunn, Jacob M. Haskell and the Edna. The crews of these eight vessels have been landed at Atlantic ports.

#### Crew of Texel Landed.

The crew of the Texel, thirty-six men, has been landed at Atlantic City. The Texel, a former Dutch ship, now operated by the United States Shipping Board, was sunk without warning sixty miles off New York Harbor, Sunday afternoon at 4:21 o'clock. A cargo of 42,000 tons of sugar valued at \$20 a ton, was lost.

Worn and exhausted from their long row with little food and less water, the men of the crew were taken in charge by Captain Holdroom and taken to the Atlantic City police station for the night. Few had anything but the clothes on their backs. One of the crew, however, Frank Ryan of New York City, carried in his arms the Maltese cat, mascot of the ship. Ryan risked a rain of shrapnel that swept the deck of the Texel to save the life of the cat.

The total loss was more than two million dollars. The Texel was of seven thousand tons.

#### Commander Humane for a Hun.

Reports brought ashore by the survivors indicated that the Winneconne and nearly all the schooners were sunk by the same U-boat, which had been lurking in the path of shipping off the New Jersey coast and the Delaware capes since late last month. The stories told by the skippers of the schooners indicated that the commander of the submarine was unusually humane for a German submarine officer. In no instance, so far as known, was a lifeboat shelled, and in all cases reported the crews were given opportunity to escape or were taken aboard the submarine, where some of them were kept prisoner for eight days before they were turned adrift to be picked up by a passing vessel.

#### Warships on the Job.

Scores of United States warships are ranging the waters off the North Atlantic Coast in search of the submarines.

The crew of the Haskell is reported to have been saved but nothing is known of the fate of the three other crews.

The Savannah line steamship City of Columbus is reported to have been sunk, but no definite news of her fate has been received.

Forty-eight survivors of vessels sunk by the U-boats, brought to this port by a coastwise steamship, were landed. About half of them had been prisoners for several days aboard the submarines.

#### Held Prisoners, on U-Boat.

The survivors were from the steamship Winnie Connel and the schooners Hauppauge, the Isabel B. Wiley, the Hattie Dunn and the Edna. Twelve more survivors of the schooners Hauppauge and Isabel B. Wiley, who were making for shore in a motor yawl at night, are believed to have landed somewhere further down the coast.

A government aviator in a hydro-airplane that alighted near Beach Haven, N. J., reported that thirty-five

#### Ink Eradicator.

To take ink stains out of cotton, silk or woolen material saturate the spot with spirits of turpentine and let it stand for several hours, then rub it between the hands. The spot will disappear without injury to the color or texture of the fabric.

#### And Probably Spoke Truth.

Milly—"Men are more conceited than women." Billy—"Nonsense! Every man at some time in his life has told some woman he wasn't worthy of her."—Judge.

miles off shore he had sighted three lifeboats filled with persons pulling slowly toward the coast and had seen other lifeboats floating about empty.

The Atlantic Refining Company tanker Herbert L. Pratt was sunk four miles off Cape Henlopen, Del. The crew was landed at Lewes, Del.

#### No Transports Attacked.

It was learned authoritatively that no attacks have been made on American transports off the American Coast. All ships were held in ports along the coast, as a precaution.

There also were unconfirmed reports of fifteen vessels had fallen prey to the raiders, but there was no verification. There also were confirmed reports of battles between warships and submarines.

Fear was felt for the fate of the 350 persons aboard the Carolina, a vessel of 8,000 tons, running between Porto Rico and an Atlantic port.

An S. O. S. call sent by the steamship at 7 o'clock at night said she was being shelled by a German submarine and that passengers and crew had taken to the boats. Officers of the company assume she was sunk, but have no definite information to that effect. They placed her position at the time she was attacked at from 125 to 150 miles southeast of Sandy Hook.

#### Anxiety for the Carolina.

They have every hope that the boats full of passengers will be able to reach shore even if they are not picked up by some passing ship, which is considered highly likely. They point out that even in the time which has elapsed since the attack they would have not been able to row ashore. The greatest fear is that the supply of water and provisions kept in the boats for an emergency may not have been adequate.

The weather has been warm and the sea calm, however, and these are regarded as hopeful auguries. It was considered possible that the boats reported sighted thirty-five miles off the New Jersey coast by an aviator might be from the Carolina.

The passenger list of the Carolina was not available here, but it was known that among those on board were several American graduates of the officers' training school conducted on the island. Among the number was Lieut. Robert J. Boyd, who was on his way to his home in Syracuse, to attend the burial of his mother.

#### No News of the Columbus.

The Savannah Line officials said they were without confirmation of reports that the City of Columbus, a vessel of 5,433 gross tons, had been attacked. She left Savannah Friday under command of Captain Diehl and is due in Boston now. She was a sister ship of the City of Athens, sunk off the Delaware Capes last month in collision with a French warship, with heavy loss of life.

The navy threw a veil of war time secrecy about the steps it was taking to counteract the menace of the sea pirates, but Secretary Daniels made the confident announcement that measures had been taken to meet the danger to shipping.

While the details of naval operations were withheld, it is known that destroyers, fleets of submarine chasers and other vessels are flashing their searchlights over the waters along the coast and far out at sea from Maine to Florida.

Hydroplanes and airplanes arose like flocks of huge birds from every naval station along the Atlantic Coast when the warning was flashed to them and soon were scouting over the waters where it was believed submarines would be most likely to be lurking. Foreign aviators and American students as well as the regular American fliers, eagerly volunteered for service.

#### Raid a Forlorn Hope.

Washington.—Germany at last has brought her submarine warfare to the shores of the United States, apparently in a forlorn hope of striking telling blows on this side of the Atlantic, and of drawing home some of the American naval forces from the war zones, where the U-boat menace is being slowly but surely strangled to death.

In the attacks upon coasting vessels almost in sight of the New Jersey shore, navy officials see a frantic admission from Berlin that the submarine has failed. American armed power is rolling overseas in ever-increasing force, despite the utmost exertions of the undersea pirates off the coasts of Europe.

Now the raiders have crossed the seas and lurked for days near America's greatest ports. They no doubt were sent to sink transports, but here again they have failed. Blocked off the troop ships by convoy craft, they have turned in fury against defenseless coasters.

In all the record of destruction they have written the raiding party has struck at no vessels bound overseas and therefore armed for a fight. Only ships that could not hit back have been attacked. The only one of half a score of vessels probably sent to the bottom that had any real military value in ship or cargo was an oil tanker.

#### New Hobby Also Had Pen Name.

"Hadley Jones." Why, that's my husband's pen name," said the lady of the house. "Ain't it funny," marveled the cook. "My husband has one, too. 'Up in the pen they call him Glycerin George.'"—Judge.

#### Will do Better Next Time.

"I don't know," said the centenarian to the reporter, "what has kept me alive and in good health so long, but, by gum! if ever I have my life to live over again, I'll bet I find out some good ways to shorten it!"

### AN APPEAL BY HERBERT HOOVER

The confidence of the United States Food Administration that the people of the country would respond enthusiastically and wholeheartedly upon presentation of the facts to any necessary request for reduction in consumption of food has been fully justified. We have demonstrated our ability not only to think together but to act together. This response of the people is the reason for the present appeal.

Our work is not yet complete. In spite of the encouraging results of our efforts, in spite of the fact that our exports of food-stuffs are constantly increasing and are approaching the minimum requirements abroad, the need for renewed devotion and effort is pressing. While all of the requirements of the Food Administration should be constantly observed there are certain matters which I desire to stress at this time.

In the case of meat and meat products the necessities for shipments abroad are very great. Whereas the Allied consumption has been reduced to an average of about one and one-quarter pounds per person per week, we are today enjoying an average of about three and one-quarter pounds per person per week. This division is inequitable. An understanding of these facts will justify our request that the consumption of all meats, including poultry, as nearly as possible be reduced to two pounds per week per person over four years of age.

In the case of sugar we are embarrassed by the necessity of using ships for carrying our soldiers and feeding the Allies and in consequence we must use sugar with great economy. We must emphasize the importance of canning and preserving on a large scale among our people this summer and our available sugar must be conserved for this purpose.

But the situation with regard to wheat is the most serious in the food supply of the Allied world. If we are to satisfy the minimum wheat requirements of our armies and the Allies and the suffering millions in the Allied countries, our consumption of wheat in the United States until the next harvest must be reduced to approximately one-third of normal. It is inconceivable that we should fail in this crisis. For each of us who can personally contribute to the relief of human suffering, it is a privilege not a sacrifice. All elements of our population cannot bear this burden equally. Those engaged in physical labors need a larger bread ration than those in sedentary occupations. Because of the constant daily employment of women and the lack of home baking facilities, many households in large urban centers require a food ration already prepared, such as the bakers' Standard Victory bread loaf. Furthermore, we must constantly safeguard the special requirements of children and invalids.

To prevent serious suffering at home it is imperative that all those whose circumstances permit shall abstain from wheat products in any form until the next harvest. It is realized and deeply appreciated that many organizations and some communities have already agreed to follow this plan.

It is hoped that you will communicate this to your organization and your community, urging those whose circumstances will permit to join with us and take this stand.

HERBERT HOOVER.

Miss Nora Dixon returned to Higginsville Thursday evening after a visit with Miss Frances Young.

## Take Care of Your Tires

America's greatest need is for ships—more ships.

Every available vessel is being utilized in government service.

Many ships that have been carrying rubber from Sumatra and Brazil have been taken for active transport duty.

This will necessarily force a temporary curtailment of tire production.

So, make the most of the tires you have.

Use good tires.

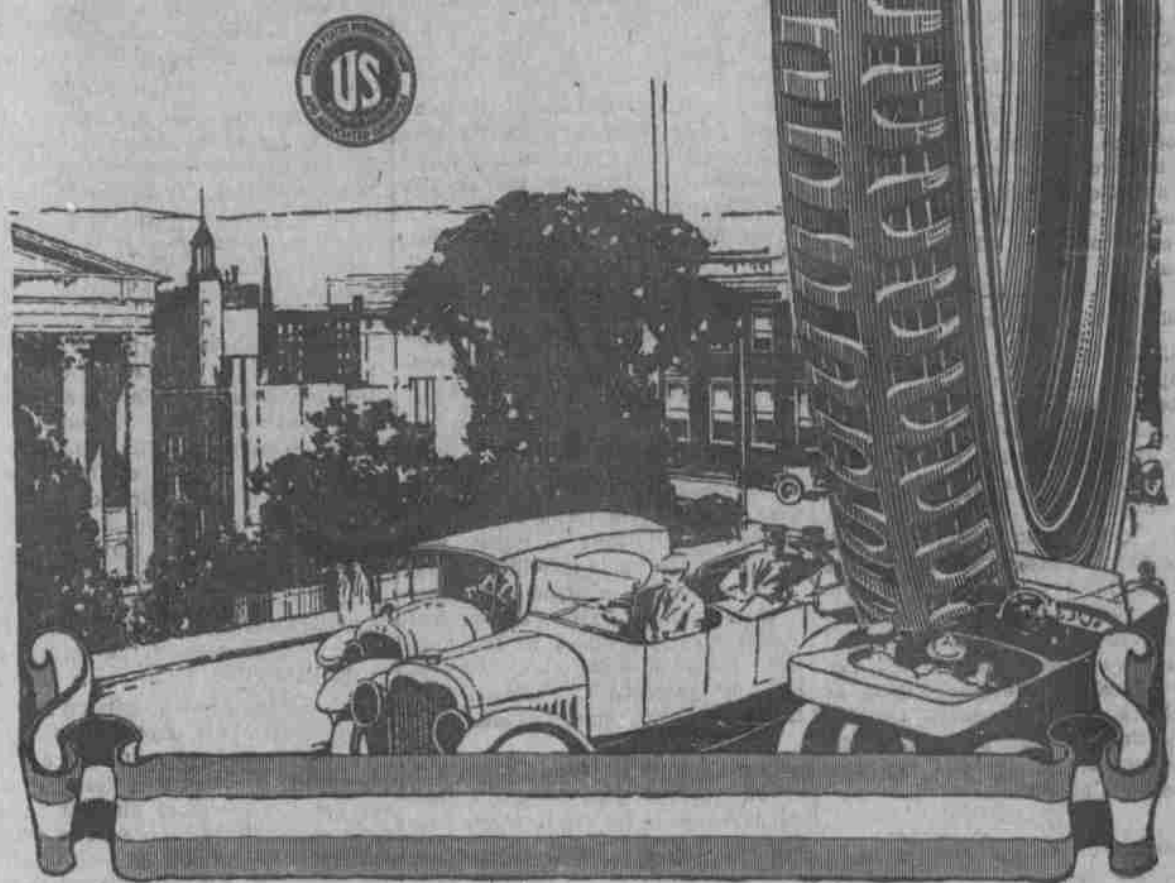
Take good care of them. Keep them in perfect repair. See that they are properly inflated.

Increase their mileage by careful driving. Keep out of car tracks and away from bumps. Don't scrape the curb or apply brakes too suddenly.

Get every mile your tires have in them.

Only in that way can you be assured of your car's continuous service.

## United States Tires are Good Tires



### REAL ESTATE TRANSFERS

Deeds filed in the Recorder's office, week ending Saturday, June 1st, 1918. Compiled by Lafayette County Abstract Co., Lexington, Mo., Ike H. Noyes, Manager. Abstracts and farm loans.

Louisa Schrieman et al to Louis Schrieman W. D. \$8952.46 part W NW 4-50-24, SE SE 5-50-24.

Harry A. Phillips and wife to Elmer Phillips W. D. \$2400 SE NE 30-48-28.

Lizzie Howard to Winnie Johnson W. D. \$300 S½ lot 10 Chamberlin's Add. Higginsville.

Otto H. Riesmeier to Julius H. Riesmeier W. D. \$15031.80 9-10 int in SW NW and pt SW 19-50-28.

Louisa Schrieman et al to Christine Bock & husband W. D. \$23652.85 part E NE, NE SE 8, and pt N NW 9-50-24.

Christ J. Peters, Jr., and wife to Virginia M. Saigham W. D. \$3000 N NW SE 14-51-24.

John Thorby to Otto Smith W. D. \$350 pt NE SW 36-49-28.

Thos. F. Johnson and wife to Michael Toner W. D. \$1150 lot 13 Blk 9 McGirk's Add Lexington.

Maria Hayden to Fannie Mady W. D. \$1 part lots 7 and 8 Blk 38 1st Add Lexington.

Lorin Jackson by Guardian to James Jackson Guardian's Deed 1977.20 1-7 int in W SE 36-50-24 and 42.12 A. N end W NE 1-49-24.

Otto Bredehoft and wife to Walter G. Roepe W. D. \$1000 ½ int in 24 ft. N side lot 9 Blk B Concordia.

Articles of Incorporation to McDanel & Wiley Clothing Co. Chas. W. Wagoner and wife to John W. and Dora S. Lightner W. D. \$750 part W NE 1-48-28.

Chas. Rodekohl and wife to Myrtle & Aileen Ross W. D. \$1,000 lots 15 and 16 Chas Liese's 2nd Add Corder.

Ethel S. Barnes and husband to Harvey E. & Maud See W. D. \$806 lot 6 Blk "A" Corder.

Elmer C. Adams and wife to Oscar E. Pearson W. D. \$4050 W

### NW NE & E NE NW 7-48-28.

Mary J. Reed to Adaline Coates W. D. \$800 lot 16 Blk 8 Patterson & Smith's Add Odessa.

Ed Aull et al to John Rannou W. D. \$217 lot 13 Blk 8 South Side Add Lexington.

Maria J. Young et al to Julius C. Winkler W. D. \$3075 East ½ W SW 34-50-26.

### STOP THAT ACHE!

Don't worry and complain about a bad back. Get rid of that pain and lameness! Use Doan's Kidney Pills. Many Lexington people have used them and know how effective they are. Here's a Lexington case.

Mrs. Ben Stevenson, Oneida St., says: "I found Doan's Kidney Pills very beneficial when I had a great deal of trouble with my back. This medicine never failed to ease and relieve the pain and stiffness across my back. Doan's Kidney Pills helped me every time I used them and I usually keep them on hand."

60c. at all dealers. Foster-Milburn Co., Mfgs., Buffalo, N. Y.

### Important Notice.

Any violations of the law covering cut-outs and glaring headlights on automobiles will be rigidly enforced on and after June 5, 1918.

J. C. TALBOTT, Sheriff.

Mrs. R. L. Hughes and daughter, Loretta, of Higginsville, spent Thursday with James Horn.

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Elmer C. Adams and wife to Oscar E. Pearson W. D. \$4050 W

Miss Bernice Campbell who has been the guest of Miss Edith Burton, has returned to her home near Winton.

Mrs. J. O. Lesueur and daughter, Miss Susie, went to Kansas City Friday for a visit.

Mr. and Mrs. Harve Direking went to Malta Bend Sunday for a visit with Mrs. J. D. Cole.

### Teachers' Examination.

The June Teachers' examination will be held in the High School building in Odessa, Friday and Saturday, June 7 and 8, 1918.

The examination will begin at 8:00 a. m., and close at 6:00 p. m., each day.

### Order of Subjects

Friday a. m., Geography Language, Algebra, Spelling.

Friday p. m., Grammar, Arithmetic, Literature, Reading.

Saturday a. m., Civil Government, U. S. History, Agriculture, Adv. Science.

Saturday p. m., Physiology, Writing, Pedagogy, Adv. History.

H. T. Phillips, County Supt. of Schools.

### LOOK AT THIS

The best Pianos and Player Pianos to be had for the money. Come in and see if the above statement isn't correct. We also have a nice selection of Player Rolls, including the latest popular hits and some beautiful classics. Would be pleased to have you call and hear them. A number of used cottage organs, first class makes and in first class condition.

McCALL—The Piano Man 1124 Franklin St. Phone 203

It's not too late to enter for the short summer courses at the Chillicothe Business College. These were started Monday and are designed to get the student through and out at work in the shortest time possible.

**Warwick Hotel**  
St. Louis

Rates  
\$1.50 to \$3.00

FIFTEENTH AND LOCUST STS.

New! Facepuff! Every room with private bath, circulating ice water, electric fan, telephone.

JAMES E. BUCHANAN, Pres. and Mgr.